CLAIMS

I Claim:

1.   A method of testing the competency of a driver to operate a motorized vehicle, comprising:

a) displaying a randomly generated number in said vehicle for a first given period of time;

b) providing a user interface in the vehicle for the driver to enter digits that correspond to said randomly generated number; and

c) determining whether said driver has entered said digits that correspond to said randomly generated number in a proper sequence within a second given period of time.

2.   The method of claim 1 further comprising displaying one of a forward sequence notation and a reverse sequence notation that provides an indication to said driver to enter said digits in one of a forward sequence and a reverse sequence and wherein said proper sequence corresponds to said displayed sequence notation.

3.   · The method of claim 1 further comprising logging a driver reaction time when it is determined that said driver has entered said digits that correspond to said randomly generated number in said proper sequence within said second given time period.

4.   The method of claim 1 further comprising retesting said driver after a third given period of time has elapsed after it is determined that said driver has entered said digits that correspond to said randomly generated number in said proper sequence within said second given time period.

5.   The method of claim 1 further comprising requiring said user to enter a driver identification code before said randomly generated number is displayed.

6.   The method of claim 1 further comprising retesting when a new driver identification code is entered.

7. The method of claim 1 further comprising logging at least one of said driver reaction time and an inability to enter said digits that correspond to said randomly generated number when said driver has failed to enter said digits that correspond to said randomly generated number in said proper sequence within said second given period of time.

8. The method of claim 1 further comprising notifying a central control when said driver has failed to enter said digits that correspond to said randomly generated number in said proper sequence within said second given period of time.

9. The method of claim 1 further comprising disabling said vehicle when said driver has failed to enter said digits that correspond to said randomly generated number in said proper sequence within said second given period of time.

10. The method of claim 1 further comprising taking a picture of said driver when said driver has failed to enter said digits that correspond to said randomly generated number in said proper sequence within said second given period of time.

11. The method of claim 1 further comprising allowing a driver to retest within a predetermined period of time when said driver has failed to enter said digits that correspond to said randomly generated number in said proper sequence within said second given period of time.

12. The method of claim 1 further comprising deflating a tire of the vehicle after it is determined that said driver has not entered said digits in said proper sequence within said second given period of time.

13. A method of testing the competency of a driver to operate a motorized vehicle, comprising:

a) determining that such driver has entered a driver identification code;

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b) displaying a randomly generated number in said vehicle for a first given period of time;

c) displaying one of a forward sequence notation and a reverse sequence notation that provides an indication to said driver to enter digits that correspond to said randomly generated number in one of a forward sequence and a reverse sequence;

d) providing a user interface in the vehicle for the driver to enter digits that correspond to said randomly generated number in said indicated sequence;

e) determining whether said driver has entered said digits of said randomly generated number in said indicated sequence within a second given period of time;

f) logging a driver reaction time when it is determined that said driver has entered said digits that correspond to said randomly generated number in said indicated sequence within said second given time period; and

g) notifying a central control when said driver has failed to enter said digits that correspond to said randomly generated number in said indicated sequence within said second given period of time.

14.   An apparatus for testing the competency of a driver to operate a motorized vehicle, comprising:

a) a vehicle computer for generating a randomly generated number, said computer including a user interface that allows the driver to enter digits that correspond to said randomly generated number; and

b) a display coupled to said computer for displaying said randomly generated number for a first given period of time, said computer being programmed to determine whether the driver has entered digits that correspond to said randomly generated number in a proper sequence within a second given period of time.

15.   The apparatus of claim 14 wherein said display displays one of a forward sequence notation and a reverse sequence notation that provides an indication to said driver to enter said digits in one of a forward sequence and a reverse sequence and wherein said proper sequence corresponds to said displayed sequence notation.

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16.   The apparatus of claim 14 wherein said computer is programmed to log a driver reaction time when it is determined that said driver has entered said digits that correspond to said randomly generated number in said proper sequence within said second given time period.

17.   The apparatus of claim 14 wherein said computer is programmed to retest said driver after a third given period of time has elapsed after it is determined that said driver has entered said digits that correspond to said randomly generated number in said proper sequence within said second given time period.

18.   The apparatus of claim 14 wherein said computer is programmed to retest when a new driver identification code is entered.

19.   The apparatus of claim 14 wherein said computer is programmed to log at least one of said driver reaction time and inability to enter said digits that correspond to said randomly generated number when said driver has failed to enter said digits of said randomly generated number in said proper sequence within said second given period of time.

20.   The apparatus of claim 14 wherein said computer is programmed to notify a central control when said driver has failed to enter said digits that correspond to said randomly generated number in said proper sequence within said second given period of time.

21.   The apparatus of claim 14 further wherein said computer is programmed to disable said vehicle when said driver has failed to enter said digits that correspond to said randomly generated number in said proper sequence within said second given period of time.

22.   The apparatus of claim 14 further comprising a camera for taking a picture of the driver when said driver has failed to enter said digits that correspond to said randomly generated number in said proper sequence within said second given period of time.

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23. A method of disabling a vehicle when a potential theft occurs, comprising:

a) determining that a driver is not authorized to operate a vehicle;

b) determining that said vehicle has deviated from a planned route; and

c) disabling said vehicle.

24. The method of claim 23 further comprising tracking a location of said vehicle and notifying a central control of said location.

25. The method of claim 23 further comprising a picture of said driver.

26. The method of claim 23 further comprising transmitting said picture to a central control.

27. The method of claim 23 wherein said disabling comprises deflating a tire of said vehicle.

28. A method of disabling a vehicle , comprising:

a) determining whether an allowable number of service hours has been exceeded by a driver;

b) notifying a central control when said allowable number of vehicle service hours has been exceeded;

c) determining whether said central control provided authorization to exceed said allowable number of vehicle service hours;

d) notifying said driver that the vehicle will be disabled in a given period of time when authorization to exceed said allowable number of vehicle service hours is not granted; and

e) disabling said vehicle.

29. The method of claim 28 further comprising activating the vehicle by entering a valid driver code.

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30.   The method of claim 28 further comprising activating the vehicle by entering a valid driver code and a valid route code.

31.   The method of claim 28 wherein a driver code of said driver is validated after a defined rest period has elapsed.

32.   A method of disabling a vehicle, comprising:

a) determining whether an allowable number of service hours has been exceeded by a driver;

b) instructing the driver to stop the vehicle for a rest period when said allowable number of service hours has been exceeded by said driver;

c) determining whether said driver stopped the vehicle for a rest period;

d) determining whether a second driver began operating the vehicle;

e) notifying a central control that said allowable number of vehicle service hours has been exceeded when the driver did not stop the vehicle for said rest period and said second driver did not begin operating said vehicle;

f) determining whether said central control provided authorization to exceed said allowable number of vehicle service hours;

g) notifying said driver that the vehicle will be disabled in a given period of time when authorization to exceed said allowable number of vehicle service hours is not granted; and

h) disabling said vehicle.

33.   The method of claim 32 further comprising revalidating a driver code after a prescribed time frame for rest has been achieved.

34.   An apparatus for disabling a vehicle, comprising:

a) a vehicle computer programmed to determining whether an allowable number of service hours has been exceeded by a driver; and

b) a communications system coupled to said computer for notifying a central control

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when said allowable number of vehicle service hours has been exceeded, receiving authorization from said central control to exceed said allowable number of vehicle service hours, and notifying said driver that the vehicle will be disabled in a given period of time when authorization to exceed said allowable number of vehicle service hours is not granted, said computer being programmed to disable said vehicle when said authorization to exceed said allowable number of vehicle service hours is not granted.

35. The apparatus of claim 34 wherein said computer is programmed to activate the vehicle by entering a valid driver code.